

NEW YORK ISMS.

From Our Own Correspondent.

NEW YORK, MAY 20, 1870.

The Beethoven Festival.

It is contemplated celebrating the Beethoven centennial anniversary in this city early in June. To the best of my knowledge and belief, Beethoven was born on the 17th of December, 1770, so that it should seem as though the centennial ought to be observed on the 17th of next December. Leonard Grover, Madame Parepa, the American Institute, and musicians generally, however, appear to have determined otherwise. The early portion of June has been selected, and the resolve to beat Boston has become unquarrelable. The festival will be a monster one. Thousands of voices have already been bargained for. Madame Parepa is to do the solo singing, and is already getting some new dresses made—one for each of the four days upon which the centennial is to be held. These costumes are getting up in a style that would be creditable to Worth, the Parisian man-moderist. They are meant to be expressive of the musical sentiment of four distinct eras in Beethoven's pensive life, from the year when, in his eighth year, he created astonishment by his performance on the violin, to those unhappy years, in the latter portion of his career, when he became totally deaf, and composed his most majestic melodies. About \$100,000 have already been expended on the Beethoven festival, without counting the dressmaker's bill. Of course, nothing could be done without Gilmore, and Gilmore has accordingly been secured. Lacking him, the affair would be complete failure as a fashionable funeral without Brown. We may beat Boston, but it will be with Boston's help. All the Handel and Haydn societies of Boston have been engaged, and in the early days of June the smoke of our musical incense will roll all over the Union.

Will Weston walk one hundred miles in twenty-two consecutive hours? The track at the Empire Skating Park has been measured before a committee composed of Horace Greeley, Mr. Dickinson, President of the Rink Association, and several other equally discerning gentlemen, and the trial will commence next Wednesday at noon. It has given an impetus to pedestrianism. Young New York puts its best foot foremost, and improvises a trial of speed down Broadway. It believes that it can beat Weston, other things being equal, and that with training and practice it would have equal claims to being a champion. Already the Rink is visited by hundreds, although it is in one of the most-out-of-the-way quarters of the city. Even if Weston fails—as it is most likely he will—there is no doubt but that the mania he is accountable for does some good. It rouses the community, sets it upon its legs, informs the calf with muscular power, and takes away the talk from that eternal business which buzzes so wearily in the metropolitan ear.

"In the Ring."

Unless a reporter is "in the ring" in New York, it is in vain that he may expect to be a success. His failure is sealed until he can force an entrance into that charmed circle and compel respect to his talents. This is particularly observable among the police and fire reporters, who are an isolated body in themselves, having little or no affiliation with any other department upon a newspaper. Every newspaper has at least one fire-and-police reporter, whose business it is to watch things at police headquarters in Mulberry street, and see that nothing escapes his attention. The reporters have a room there which is occupied exclusively by them, but they are far from being as amiable a band of brothers as might be expected. A few of them exchange confidences with one another, give each other the use of their note-books, mutually compare reports, and so contribute to one another's ease and comfort. These constitute the "ring" into which it is far from easy for a new reporter to be admitted. The man who is fresh to the city or to the business of the reporter is kept outside, until he proves that he can do more correct and sensational reports than any man in all its hallowed strength. From that moment he is taken into companionship, but the moment will never come to him unless he has a good deal of cheek. It is cheek more than industry or energy that makes the success of the New York police-and-fire reporter, although those qualities, of course, are not to be despised. But the timid or over-conscientious novice stands no chance at all. His unassisted strength and devices are totally unable to cope with those of that cunning confederacy, and unless accident surprises him into an unintended success, he will live and die outside the ring, for its members feel no more commiseration for him than virtuous women do for fallen ones. The majority have been in the business for years, and understand thoroughly all its ins and outs, and would no more extend a helping hand to a beginner than they would think of throwing away the chance of earning five dollars extra. The history of every reporter who is received into that brotherhood is pretty much the same. He commences by fumbling his way blindly along, endeavoring to visit all the five police courts and not neglecting the Coroner's office and the Central Station. But not possessing the pleasant quality of being ubiquitous, he misses day after day items which other papers have and some of which are important. He suffers reproach from the city editor, and sees dismissal and starvation before him. The ring despises him, and shuts him out, and unless he can outwit them he is a lost man. He ponders how this can be done, and Luck comes to his assistance, as it generally does to those who help themselves. In a happy hour he discovers a "big thing" in some insignificant-looking item which more experienced eyes pass over. He ferrets out all the details, and repairs to the fountain-head and secretly works them up. The next morning his report is the only one that appears, and like a local Byron he finds himself suddenly famous. The "ring" perceives that he is a valuable man, and invites him to its embrace. From that hour his position is one of comparative ease, and one of his sweetest privileges is to be shut down upon the neophytes.

Rest and Ramble.

The season for rest and ramble approaches, when lake, mountain, seaside, and ocean-cruising are to be enjoyed; when every holiday-taker who can raise the money is off to Europe, if only for a six weeks' trip; when jaded clerks begin to repose in the prospect of the three o'clock closing hour on Saturday, and when watering-place proprietors have nearly completed their arrangements for the annual four months' swindle. There is nothing new in life, and yet the periodical repetition of the same things does not weary the man who is not yet old. Until the great battle blows I presume people will continue to rivet their thoughts on three great topics—money, fashion, and amusement. The millenium will not do away with the watering-place institution, and the summer trip to Europe will be taken whether Satan be bound or loosed for a thousand years. ALL HAIL.

LITERATURE.

REVIEW OF NEW BOOKS.

From Claxton, Remsen & Haffelfinger we have received "An English-Greek Lexicon," by C. D. Yonge. Edited by Henry Drisler, LL. D., Professor of Greek in Columbia College, etc. etc. Published by Harper & Brothers. This edition of "Yonge's Lexicon" has been in preparation for a long time, and its editor thinks that he has combined in it a greater number of valuable features than are contained in any other work of the kind. One of the most important characteristics of Yonge's original work was the fulness of its references to authorities for the Greek equivalents, and this feature Professor Drisler has endeavored to carry out to the fullest extent in the edition before us. In the revision of the work numerous additions have been made both in the way of correction and enlargement, chiefly drawn from the prose writers, as the poetical element seemed already somewhat in excess for a general lexicon. Most of the other lexicons have been carefully collated, and no effort has been spared to make the work as complete as could be desired. An essay on the order of words in Attic prose, by Professor Charles Short, of Columbia College, is prefixed, and a very full appendix of proper names and Pileus' "Greek Synonyms," reprinted complete, add greatly to the value of the work. This lexicon will probably be found by scholars to be the most satisfactory of any published, and to contain all the aids for the study of the Greek language that can properly be looked for in a work of this class.

Claxton, Remsen & Haffelfinger also send us "Beneath the Woods," a cleverly written English novel of high and low life, by the author of "Olive Varcoe," etc.

Porter & Coates send us "Life and Alone," a new work of considerable interest, by an anonymous author, which has just been published by Lee & Shepard. The plot is original, and many of the characters show an insight into the ruling motives of human nature that is rare in much of the fiction of the day, and the story is one that will merit an attentive perusal.

"The Young Shipbuilder," also published by Lee & Shepard, is the fifth of the "Elm Island" series, by Rev. Elijah Kellogg. It continues the narrative of the characters who have figured in the earlier volumes of the series, and maintains the interest in them by placing them in a number of new situations that serve to develop their characters. The moral purpose of these stories is excellent, and the entertaining style in which they are written will win for them the favor of young readers.

Turner & Co. also send us "The Young Shipbuilders," and Appleton's Journal, Every Saturday, and Our Boys and Girls for May 28.

From T. B. Peterson & Brother we have received "Consuelo." This is the first of a new edition of George Sand's works, and it will be rapidly followed by her other principal writings. The prejudice against George Sand, which was mainly excited by the often unjust strictures of a clique of English critics, is fast dying out at the present time, and her works are judged by a more just and impartial standard than they were twenty years ago. "Consuelo" is a great work of fiction, and in the opinion of many it is entitled to rank with the greatest performances of the age in this class of literature. The edition of Madame Sand's writings in course of publication by Messrs. Peterson is neat and inexpensive, and is worthy of the regards of those who wish to adorn the shelves of their libraries with the works of this great novelist.

The May number of The American Exchange and Review, published by Fowler & Moon, contains an interesting variety of articles on practical, scientific, mercantile, mining, literary, and other subjects.

The American Architect and Builders Monthly, published by Lightfoot & Flew, is filled with interesting matter relating to architecture, building, and the fine arts.

Thieves' Suppers.

"Ned Wright" still continues his efforts to benefit the original class from which he has himself rescued. About two hundred convicted thieves were assembled on Wednesday night at his meeting-house—once a penny gaff—near the New-out. They were each given a basin of good soup and a half loaf; and after supper Ned Wright gave them a vigorous practical address. Before obtaining admittance, every thief is obliged to apply for a ticket, and to furnish particulars of his position. Ned knows the name and address of every man who attends his meetings. He said on Wednesday night he was not without means of obtaining honest work for any who were desirous of leaving their present mode of life; but it is to be feared, from the interesting account he gave of his own history, that this must be his chief difficulty.—London Sun.

A New Wrinkle in Shingles.

A new wrinkle has recently been developed in the shingle business. At one of the Doylestown lumber yards a car-load of 24,000 pine shingles was recently received from Michigan without transshipment. These shingles have been sawed out in the ordinary way, and then passed through a planing machine which cuts the surface in such a manner as to leave a number of ridges, about an inch apart, on the exposed portion. It is asserted that shingles prepared in this way will shed rain better and dry more quickly afterwards than the common article. The price is not higher than that of other shingles.

DIVORCES.

ABSOLUTE DIVORCES LEGALLY OBTAINED IN NEW YORK, ILLINOIS, AND OTHER STATES.

For persons from any State or Country, legal divorces, desertion, drunkenness, non-support, etc., sufficient cause; no children; no charge until divorce obtained. Advice free. Business established fifteen years. Address: No. 78 NASSAU STREET, New York City.

STOVES, RANGES, ETC.

THOMSON'S LONDON KITCHENER OR EUROPEAN RANGE.

For families, hotels, or public institutions, in TWENTY DIFFERENT PATENTS, Portable Heaters, Low-down Grates, Firebricks, Stoves, Ranges, Stoves, and all kinds of Heating Apparatus. EDGAR L. THOMSON, Successor to SHARP & THOMSON, No. 39 & 41 SECOND STREET.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE.

From Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, North-west, and South-west, at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

SPRING ARRANGEMENT. Of Passenger Trains, May 15, 1870. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

READING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:30 P. M., arrives in Philadelphia at 9:25 P. M.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkes-Barre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

At 7:30 A. M. train connects at READING with East Pennsylvania Railroad for Philadelphia, and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at Pottsville with the Schuylkill Railroad for Harrisburg, etc.; at Harrisburg with the Northern Central, Cumberland, and York and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS. Leaves Philadelphia at 2 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

Express Train for Philadelphia, leaving Harrisburg at 10:30 A. M., and Pottsville at 9:40 P. M., and Reading at 7:30 A. M. and 6:35 P. M., stopping at all way stations; arrives in Philadelphia at 10:30 A. M. and 9:25 P. M.

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 7:55 P. M., and at Pottsville at 9:40 P. M.

Morning Express trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harrisburg at 2:30 P. M., and Pottsville at 2:50 P. M., arriving in Philadelphia at 4:40 P. M.

Harrisburg Accommodation leaves Reading at 7:45 A. M., and Harrisburg at 10:30 A. M., arriving at Reading with Afternoon Accommodation south at 6:35 P. M., arriving in Philadelphia at 9:25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:30 noon, for Reading and all way stations; leaves Pottsville at 6:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 8:15 P. M. Leave Philadelphia for Reading at 8 A. M., returning from Reading at 4:45 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 8 A. M. train for Philadelphia, and the 4:30 P. M. train from Philadelphia. Returning from Downingtown at 9:20 A. M., 12:45, and 8:15 P. M.

Passengers for Downingtown and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Downingtown at 9:20 A. M., 12:45, and 8:15 P. M.

Passengers for Downingtown and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Downingtown at 9:20 A. M., 12:45, and 8:15 P. M.

NEW YORK EXPRESS FOR PITTSBURGH AND THE WEST.

Leave New York at 9:00 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburgh, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburgh at 6:30 A. M., passing Reading at 7:25 A. M., and 1:27 P. M., arriving in New York at noon and 6:00 P. M. Sleeping cars accompany these trains through Jersey City and Philadelphia without change.

A Mail train from New York leaves Harrisburg at 8:10 A. M. and 2:50 P. M. Mail train for Harrisburg leaves New York at 10:30 A. M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 4:00 P. M., returning from Tamaqua at 8:30 A. M., and 1:40 and 8:00 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:45 A. M. for Pinegrove and Harrisburg, and at 12:30 noon for Allentown, Trenton, and Brookside, returning from Harrisburg at 3:40 P. M., from Brookside at 3:45 P. M., and from Trenton at 4:45 and 6:05 P. M.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada, at reduced rates.

Excursion tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by the Ticket Office, Port and Market streets, Reading, and Pottsville Accommodation Trains, at reduced rates.

Excursion tickets from Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottsville Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, at 13th and Market streets.

COMMUNAL TICKETS.—At 25 per cent discount, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$47.00 each, for families and firms.

SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, at rates, at reduced rates.

CLERKS' TICKETS.—Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half rate.

EXCURSION TICKETS from Philadelphia to principal stations for Saturday, Sunday, Monday, and Tuesday, at reduced rates, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points on the Company's new freight depot, Broad and Willow streets.

MAILS.—Letters and parcels, by express, at all places on the road and its branches at 5 A. M., and for the principal stations only at 2:15 P. M.

FRIGHT TRAINS leave Philadelphia daily at 4:30 A. M., 12:30 noon, and 8:15 P. M. Leaving Philadelphia, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

DUNGAN'S EXPRESS will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH STREET, or at THIRTEENTH and CALLOWHILL STREETS.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESTNUT, as follows:—

FROM PHILADELPHIA. 6:45 A. M., for B. C. Junction, stops at all stations. 7:30 A. M., for B. C. Junction, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

9:40 A. M., for West Chester, stops at all stations. 11:20 A. M., for B. C. Junction, stops at all stations. 1:20 P. M., for West Chester, stops at all stations. 4:15 P. M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

6:20 P. M., for B. C. Junction, this train commences running on and after June 1, 1870, stopping at all stations. 11:30 P. M., for West Chester, stops at all stations.

FOR PHILADELPHIA. 6:20 A. M., from B. C. Junction, stops at all stations. 7:30 A. M., from West Chester, stops at all stations. 1:20 P. M., from West Chester, stops at all stations. 4:15 P. M., from West Chester, stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

8:15 A. M., from B. C. Junction, stops at all stations. 10:30 A. M., from West Chester, stops at all stations. 1:20 P. M., from West Chester, stops at all stations. 4:15 P. M., from West Chester, stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

6:20 P. M., from West Chester, stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. 9:00 P. M., from B. C. Junction, this train commences running on and after June 1st, 1870, stopping at all stations.

ON SUNDAYS. 8:00 A. M., for West Chester, stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. 10:30 P. M., from West Chester, stops at all stations. 1:20 P. M., from West Chester, stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

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RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, MAY 1, 1870. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET STREETS, which is reached directly by the Market street cars, the last car connecting with each train leaving at 7:30 P. M. The Chestnut and Walnut streets cars run within one square of the Depot.

Sliding-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chestnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the Depot. Orders left at No. 901 Chestnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.— 8:00 A. M. Paoli Accommodation, 10:30 A. M., 12:30 and 3:30 P. M. Erie Mail, 4:30 P. M. Lancaster Accommodation, 4:40 P. M. Parkersburg Train, 5:30 P. M. Cincinnati Express, 6:45 P. M. Erie Mail and Pittsburgh Express, 9:45 P. M. Paoli Express, No. 1, CHESTNUT STREET, Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday special passengers will leave Philadelphia at 8 o'clock.

Pacific Express leaves daily, Cincinnati Express, except Sunday, Saturday, All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured at the baggage delivered by P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.— 3:10 A. M. Philadelphia Express, 6:30 A. M. Erie Mail, 6:30 A. M. Parkersburg Train, 8:30 A. M. Lancaster Train, 12:35 P. M. Parkersburg Train, 1:30 P. M. Southern Express, 7:30 P. M. Lock Haven and Elmira Express, 7:30 P. M. Harrisburg Accommodation, 9:25 P. M. Paoli Express, No. 1, CHESTNUT STREET.

For further information apply to JOHN F. VANLEIR, Jr., Ticket Agent, at No. 116 MARKET STREET, S. W. CORNER NINTH AND CHESTNUT STREETS.

FRANCIS FUNK, Ticket Agent, at No. 116 MARKET STREET, S. W. CORNER NINTH AND CHESTNUT STREETS.

The Pennsylvania Railroad Company will not assume any risk for baggage, except for wearing apparel, and for valuables, and for the same reason, the amount in value will be at the risk of the owner, unless taken by special contract.

W. S. WILSON, General Superintendent, Altoona, Pa.

PHILADELPHIA, WILLINGTOWN, AND BALTIMORE RAILROAD.

COMMENCING MONDAY, APRIL 4, 1870. Trains will leave Depot, corner of Broad street and Market street, at the following hours:—

Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. The Baltimore and Annapolis Railroad, and the Maryland and Delaware Railroad, at Harrisburg and Junction and Breakwater Railroad, at Salisbury with Delaware and Pocomoke Railroad, and at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with the New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Newark, Elkton, Newport, Stanton, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman, and Magnolia.

Night Express at 11:30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Newark, Elkton, Newport, Stanton, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman, and Magnolia.

Stopping at all stations between Philadelphia and Wilmington at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 9:00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6:45 and 9:10 A. M., 9:00, 4:00, and 7:00 P. M. Train with train stop between Chester and Philadelphia. The 7:15 P. M. train from Wilmington runs daily; all other accommodations, except on Sundays.

Trains leaving Wilmington at 6:45 A. M. and 4:00 P. M. will connect at Lamokin Junction with the 7:00 A. M. and 4:50 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail, 7:40 A. M., Express, 7:40 A. M., and 1:40 P. M. (Sundays excepted).

SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman, Aberdeen, Havre-de-Grace, Perryville, Claymont, Newark, Elkton, Newport, Stanton, Newark, Wilmington, Claymont, Linwood, and Chester.

On leaving Philadelphia for West Grove and intermediate stations at 8:00 A. M., returning and South Grove at 8:45 P. M.

Through tickets to all points West, South, and North West may be procured at the Ticket Office, No. 225 Chestnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be had during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

PHILADELPHIA, WILMINGTON, AND NORFOLK RAILROAD.

On and after THURSDAY, APRIL 21, 1870. Leave Philadelphia 6, 7, 8, 9:05, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P